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CITY PLANNING COMMISSION

CITY AND COUNTY OF HONOLULU

ANNUAL REPORT

1946

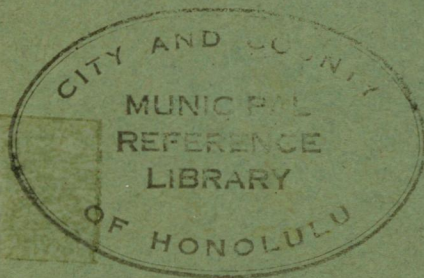
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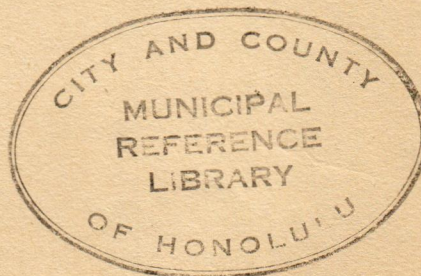
THE CITY PLANNING COMMISSION

of

HONOLULU
"

ANNUAL REPORT

REVIEW OF ITS WORK FOR THE YEAR 1946



#169 June 1947 Copy #2

GEORGE P. DENISON, Chairman
A. A. WILSON, Vice-Chairman
GEO. K. HOUGHTAILING, Planning Engineer and
Executive Secretary



GEORGE P. DENISON
A. A. WILSON
ALEXIS J. GIGNOUX
THOMAS B. VANCE
EDWARD A. BOLLES
KENNETH W. ROEHRIG
FREDERICK P. LOWREY
HENRY C. H. CHUN-HOON
ROBERT K. MURAKAMI

CITY AND COUNTY OF HONOLULU

CITY PLANNING COMMISSION

HONOLULU HALE

HONOLULU 43, HAWAII

May 1, 1947

Honorable Mayor and Members
of the Board of Supervisors
City and County of Honolulu
Honolulu 43, T. H.

Gentlemen:

The City Planning Commission transmits
herewith its annual report outlining a review of
its work for the year 1946.

Respectfully submitted,

CITY PLANNING COMMISSION

George P. Denison, Chairman

George K. Houghtailing
Head Planning Engineer

and

Executive Secretary

CITY PLANNING COMMISSION

Members as of December 31, 1946

- | | |
|------------------------|---------------|
| 1. J. Howard Ellis | Chairman |
| 2. A. A. Wilson | Vice-Chairman |
| 3. George P. Denison | Member |
| 4. Alexis J. Gignoux | Member |
| 5. Thomas B. Vance | Member |
| 6. Edward A. Bolles | Member |
| 7. Kenneth W. Roehrig | Member |
| 8. Frederick P. Lowrey | Member |
| 9. Henry Chun Hoon | Member |

George K. Houghtailing
Head Planning Engineer
and
Executive Secretary

FOREWORD

The 1946 annual report of the City Planning Commission to the Honorable Mayor and Board of Supervisors outlines briefly its activities and accomplishments during the year.

The routine functions of the City Planning Commission for the year 1946 greatly increased with the transition from war to peacetime activity. Requests for changes in zoning, information, variances, and mapping work exceeded all expectations. Subdivisions of tracts of land submitted for approval exceeded those of the previous year. There is every indication that this up-turn in routine activities will increase in volume, as building materials become available, thereby placing a still heavier burden on the Commission members and its staff.

As routine duties increase, there is less and less opportunity for expediting the completion of the overall Master Plan for the city of Honolulu, let alone certain rural areas that have requested a Master Plan for their community.

This increase in the routine work of the Commission necessitated the calling of many special meetings and public hearings. Despite the pressure of every day business, the staff has made progress and completed certain sections of the Master Plan.

The Commission, during the past year, worked in cooperation with the Governor's Coordinating Committee on Housing in the preparation of a report on the availability of land for house lots. They also worked in close cooperation with the Chamber of Commerce of Honolulu and various community associations throughout the City and County in the study of needed improvements, such as streets, utilities, off-street parking, zoning, and other elements so essential to the health, welfare, and safety of the community.

The accomplishments of the Commission during the past year has been due to the united effort and cooperation of the various municipal departments, Chamber of Commerce, community associations, private interests, and other governmental agencies.

MEETINGS

During the year the City Planning Commission held fifty-one regular meetings and held fifty-eight public hearings to consider applications for zoning changes, variances, and sections of the Master Plan.

In addition to the regular meetings, there was an equal number of committee meetings held for investigational studies dealing with subdivisions, zoning, housing, off-street parking, proposed street improvements, and other miscellaneous matters.

Many special conferences were held with the Mayor and Board of Supervisors, representatives of other governmental departments, civic organizations, and interested parties on a variety of planning problems: off-street parking, housing, relocation of the piggeries from the city limits, Master Plan sections, and the proposed Koolau Range Vehicular Tunnel.

The most outstanding accomplishments are the completion and submission of reports to the Mayor and Board of Supervisors on: (1) Off-street parking for the congested central business district, and (2) Koolau Range Vehicular Tunnel.

Other important matters given careful consideration by the Commission included the continued study and preparation of certain sections of the Master Plan concerning the possible return of lands used by the Army and Navy to the Territory and/or City and County governments; the establishments of a park and/or golf course on the fringe of the John Rodgers Airport; zoning of rural areas presently not classified; advocating the use of the Improvement Statutes by the Mayor and Board of Supervisors for improving certain built-up areas like the Kakaako-Kewalo and undeveloped areas with various ownerships, to the end that a more orderly and systematic development of streets, utilities, and other features may be effected.

ROUTINE

Routine matters considered by the City Planning Commission included applications filed with the Commission or referred by the Board of Supervisors and the various departments and divisions of the city and which required report and recommendations. Careful investigation and study were made by the staff in every case and reports made to the Commission. Listed herewith are subdivision and zoning applications considered during the year 1946:

SUBDIVISIONS:

A. Total subdivision applications.	490
Approved and final approval.	345
Preliminary approval	106
Rescinded.	1
Disapproved.	7
Pending.	30
Withdrawn.	1
Number of vacant lots in subdivisions submitted.	1500

ZONING:

Requests for zoning changes	56
Noxious Industrial	2
Approved	1
Disapproved.	1
Rural General Industrial	2
Pending.	2
Business	33
Approved	11
Disapproved.	13
Pending.	6
Withdrawn.	1
Rural Business	15
Approved	3
Disapproved.	5
Withdrawn.	1
Pending.	6
Hotel and Apartment.	3
Approved	1
Disapproved.	1
Pending.	1
Rural Class "A-1".	1
Withdrawn.	1
Zoning changes initiated by Commission.	4
General Industrial.	1
Approved	1

Business 3
 Approved 3

Requests for zoning variances 57

Approved 28
 Disapproved. 14
 Pending. 14
 Withdrawn. 1

Details of the zoning changes and variance permits approved are as follows:

NOXIOUS INDUSTRIAL

No. 9 Kapalama - Dillingham Boulevard

GENERAL INDUSTRIAL

No. 7 Kalihi - Oahu Prison Property

BUSINESS DISTRICT

No. 118 Kewalo - Mauka of Kapiolani Boulevard,
 between Sheridan Street and the pro-
 posed 56-foot right-of-way adjacent
 to KGMB
 No. 119 Kewalo - Mauka of Kapiolani Boulevard,
 between the diamond head boundary of
 Hawaiian Town property and Kalakaua
 Avenue
 No. 120 Kewalo - Between the diamond head
 boundary of Semi-Industrial District
 No. 5 and the ewa boundary of Busi-
 ness District No. 132, ewa of
 Kalakaua Avenue
 No. 121 Kapahulu Avenue and Kihei Place
 No. 122 Waialae Avenue, between Ninth and Tenth
 Avenues
 No. 123 Waikiki - Kalakaua Avenue and Pau Street
 No. 124 Manoa - Huapala Street and East Manoa
 Road
 No. 125 Kapahulu - Kapiolani Boulevard
 No. 126 Kapalama - School and Pohaku Streets
 No. 127 Kapahulu - Leahi and Hollinger Avenues
 No. 128 Kapalama - School Street, near Houghtailing
 Road
 No. 129 Kalihi - Mokauea and Eluwene Streets
 No. 130 Palolo - Tenth Avenue
 No. 131 Manoa - East Manoa Road

RURAL BUSINESS DISTRICT

No. 18 Wahiawa - Northwest side of Wilikina Avenue
No. 19 Wahiawa - Kilani Street
No. 20 Kaneohe - Kamehameha Highway

HOTEL AND APARTMENT

No. 7 Waikiki - Kalakaua Avenue

RURAL RESIDENTIAL

No. 7 Kahaluu

VARIANCE PERMITS

No. 41 Dr. L. A. Honl
Location: 1224 Punahou Street
Purpose: Operation of a physician's office
 in a Hotel and Apartment District

No. 42 James I. Taylor
Location: Halemaumau Road, Niu
Purpose: Farming, except raising of hogs,
 in an unrestricted residential district

No. 43 Fred K. Makino (Rescinded)
Location: Waipa Lane
Purpose: Re-establishing printing and
 publishing business forced out by
 condemnation of property by City
 and County

No. 44 Drs. Shoyei Yamauchi and Joseph F. C. Lau
Location: Victoria and Kinau Streets
Purpose: Operation of a physician's
 office in a Hotel and Apartment District

No. 45 Joe B. Torres, et al
Location: Paahia Road, Kaneohe
Purpose: Operation of a sausage factory
 in a rural residential zone

No. 46 International Whiteline Association
Location: Loko Drive, Wahiawa
Purpose: Operation of a parking lot and
 taxi stand, on a year-to-year basis,
 in a rural Class "A" residential
 district

- No. 47 Y. W. Ow
Location: 1748 Lusitana Street
Purpose: Operation of a rooming house
in a Class "B" residential district
- No. 48 Kikichi Yamamoto
Location: Rose Street, Wahiawa
Purpose: Operation of a parking lot and
taxi stand in a rural Class "A" resi-
dential district
- No. 49 Leslie Jacobsen
Location: Niu Valley
Purpose: Installation of a ceramic art
department in an unrestricted resi-
dential district
- No. 50 Dr. John Devereaux
Location: 1224 Punahou Street
Purpose: Operation of a physician's
office in a Hotel and Apartment
District
- No. 51 Island Broadcasting Company
Location: Kapahulu Avenue and Ala Wai
Purpose: Construction of a radio trans-
mitter building and tower in a Hotel
and Apartment District
- No. 52 Kanehameha Alumni Association
Location: Liliha Street (McCandless Home)
Purpose: Use of premises for a clubhouse
in a Class "A" residential district
- No. 53 Latter-Day Saints Church
Location: Berotania Street
Purpose: Use of existing USED constructed
buildings and facilities in a Hotel
and Apartment District for the purposes
of automobile storage and repair
- No. 54 Victoria Properties, Ltd.
Location: Victoria Street
Purpose: Operation of a physician's
office in a Hotel and Apartment Dis-
trict
- No. 55 Iolani School
Location: Kapiolani Boulevard and Date St.
Purpose: Use of existing USED constructed
buildings in a Hotel and Apartment Dis-
trict for temporary storage purposes

- No. 56 Charles W. Lucas
Location: Niu Valley
Purpose: Establishment of a miso factory
in an unrestricted residential district
- No. 57 Hiroshi Arakaki
Location: Kalihi Street
Purpose: Use of existing Army-constructed
buildings in a Class "A" residential
district for temporary houses
- No. 58 Daniel Nelson and Hans U. Smithline
Location: Haiku Road, Kaneohe
Purpose: Establishment of poultry farms
in a rural residential district
- No. 59 Wilbert Choi
Location: Makiki Heights
Purpose: Establishment of a landscape
design office and plant display room
in conjunction with a nursery in a
Class "AA" residential district
- No. 60 Department of Public Works, Territory of
Hawaii
Location: School and Lanakila Streets
Purpose: Use of existing Army buildings
in a Class "A" residential district
for temporary housing purposes
- No. 61 Honolulu Construction and Draying Co.
Location: Makai of King Street, Kalihi
Purpose: Erection of concrete products,
plants, and concrete batching plant
in a general industrial district
- No. 62 Honpa Hongwanji Mission
Location: Waipa Lane
Purpose: Use of buildings in a Class
"C" residential district as dormi-
tories
- No. 63 Pacific Frontier Broadcasting Co.
Location: Off Kalaniana'ole Highway
Purpose: Operation of a transmitting
station in a Class "A-1" residential
district
- No. 64 Yee Akin
Location: Kino Street, Kalihi
Purpose: Use of existing USED constructed
buildings in a Class "A" residential
district for temporary housing purposes

No. 65 Hawaiian Electric Co., Ltd.
Location: Kamohoalii Street, Kalihi
Purpose: Establishment of a sub-station
in a Class "B" residential district

STREET NAMES

On recommendation of the City Planning Commission, the following street names were adopted within the City and County of Honolulu during the year 1946:

1. DUNCAN DRIVE - Resolution No. 293
Duncan Tract, Kaneohe - Off Kamehameha Highway
2. RAINA STREET - Resolution No. 364
Alewa View Lots, Alewa Heights
3. MAWAE PLACE - Resolution No. 364
Alewa View Lots, Alewa Heights
4. MALUA DRIVE - Resolution No. 364
Alewa View Lots, Alewa Heights
5. MAMALU STREET - Resolution No. 364
Alewa View Lots, Alewa Heights
6. WANAAO ROAD - Resolution No. 343
B. P. Bishop Estate Subdivision,
Kaelepulu, Kailua
7. AWAKEA ROAD - Resolution No. 343
B. P. Bishop Estate Subdivision,
Kaelepulu, Kailua
8. POULI ROAD - Resolution No. 343
B. P. Bishop Estate Subdivision,
Kaelepulu, Kailua
9. AEIOE ROAD - Resolution No. 343
B. P. Bishop Estate Subdivision,
Kaelepulu, Kailua

Municipal Reference & Records Center

MUNICIPAL REFERENCE LIBRARY

CITY OF HONOLULU

10. AUWINALA ROAD - Resolution No. 343
B. P. Bishop Estate Subdivision,
Kaelepulu, Kailua
11. KAKAHIKA ROAD - Resolution No. 343
B. P. Bishop Estate Subdivision,
Kaelepulu, Kailua
12. CHANA STREET - Resolution No. 455
Hanzlik Subdivision, Kailua - Off
Kainalu Drive
13. MAKUA STREET - Resolution No. 455
Hanzlik Subdivision, Kailua - Between
Kalaheo Avenue and Kainalu Drive
14. KAIKAINA STREET - Resolution No. 455
Hanzlik Subdivision, Kailua - Between
Makawao Street and Makua Street
15. L'ORANGE PLACE - Resolution No. 112
Kalama, Kailua - Off Kalaheo Avenue
16. KEOKI PLACE - Resolution No. 55
Kuliouou - Off Kuliouou Road
17. AKONE PLACE - Resolution No. 111
Off 2747 Kalihi Street - Above School
Street
18. PALOLO TERRACE PLACE - Resolution No. 299
Palolo Terrace Lots, Palolo Valley
Off Palolo Avenue - Between Kelehune
Place and Ahinahina Place

HOUSING

The City Planning Commission cooperated with the Governor's Coordinating Committee on Housing in making detail studies on the availability of vacant land for housing.

The need for desirable homesites is critical within the city of Honolulu. Much has been said to the effect that there is no land available for homesites to meet the demand for the construction of individual privately owned homes.

The City Planning Commission is not in accord with statements made that there is not sufficient land available to meet the demands for homesites because a study of the various sections of the city of Honolulu indicates beyond a doubt that there are available areas for homesites which could be developed.

SUMMARY OF AVAILABLE LAND FOR HOME SITES WITHIN THE CITY OF HONOLULU

The study of available land for home building as summarized herein applies only to areas of several acres and does not include isolated vacant lots of one or two acre parcels. The summary as outlined divides itself into two categories: (1) Land available for home sites which can be readily developed because of its location in proximity to existing utilities, including sewer and water, and (2) Land that can be made available for home sites on the basis of a long-range program because utilities are not readily accessible. The areas listed are net areas--estimated road areas already deducted.

The estimate of possible housing units is based on the zoning requirements of 5,000 square feet, 7,500 square feet, and 10,000 square feet per single family unit.

A review of the land availability study shows that there is much land already developed that could be used for home building, which would help to alleviate partially the housing problem, but because of the shortage of material and labor, home buildings have been at a standstill.

A. Land Available: Immediate Development

1. Land available for immediate building - single family
Private subdivisions period
1942 and 1946
Utilities and street improvements existing and/or under construction

337 ac. 2548 units

KAHALA HEIGHTS VIEW LOTS:

Class A - 5000 sq. ft. 26.2 ac. 210 units

TOTAL AREA IMMEDIATE BUILDING 363.2 ac. 2758 units

2. Areas available for immediate
developments
Utilities readily accessible
Based on zoning requirements
per single family unit

KALIHI:

Class A - 5000 sq. ft. 201 ac. 1608 units

Class AA - 10,000 sq. ft. 85 ac. 340 units

ALEWA HEIGHTS:

Class A - 5000 sq. ft. 27 ac. 215 units

MANOA VALLEY:

Class A - 5000 sq. ft. 168 ac. 1362 units

ST. LOUIS HEIGHTS:

Class A - 5000 sq. ft. 27 ac. 215 units

PALOLO VALLEY:

Class A - 5000 sq. ft. 30 ac. 240 units

KAIMUKI (Punahou Farms):

Class A - 5000 sq. ft. 80 ac. 640 units

WAIALAE-KAHALA:

Class A-1 - 7500 sq. ft. 395 ac. 2370 units

ALA MOANA-KEWALO:

Hotel and apartment
Based on $2\frac{1}{2}$ units per 5000
square feet 82 ac. 1734 units

KAPIOLANI-DATE STREET:

Hotel and apartment
Based on $2\frac{1}{2}$ units per 5000
square feet 17 ac. 340 units

TOTAL AREA IMMEDIATE DEVELOP-
MENT 1112 ac. 9064 units

3. Government-owned land

Papakolea - Haw'n. Homes Com.	64 ac.	412 units
Territory - Waahila	<u>76 ac.</u>	<u>608 units</u>
TOTAL GOVERNMENT OWNED	140 ac.	1020 units

B. Land Available: Long-Range Program

NUUANU:

Class AA - 10,000 sq. ft.	50 ac.	200 units
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PAUOA VALLEY:

Class A - 5000 sq. ft.	20 ac.	174 units
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DAMON TRACT:

Class A - 5000 sq. ft.	145 ac.	1260 units
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WAIALAE NUI TO KOKO HEAD:

Hind-Clarke (Class AA - 10,000 sq. ft.)	200 ac.	800 units
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Waialae Nui (Class A - 5000 sq. ft.)	157 ac.	458 units
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Waialae Iki (Class AA - 10,000 sq. ft.)	125 ac.	500 units
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Kapakahi (Class A - 5000 sq. ft.)	35 ac.	630 units
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Wailupe (Class A - 5000 sq. ft.)	25 ac.	218 units
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Niu Beach Lots (Class AA - 10,000 sq. ft.)	23 ac.	184 units
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Niu Valley (Class A-1 - 7500 sq. ft.)	600 ac.	3000 units
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Kuliouou (Class AA - 10,000 sq. ft.)	123 ac.	512 units
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Maunalua Beach Lots (Class AA - 10,000 sq. ft.)	20 ac.	80 units
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Maunalua (Class A-1 - 7500 sq. ft.)	<u>500 ac.</u>	<u>2500 units</u>
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TOTAL AREA - Long-Range Development	2078 ac.	10566 units
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SUMMARY:

Total area immediate building	363.2 ac.	2758 units
Total area immediate development		
Privately-owned land	1112 ac.	9064 units
Government-owned land	140 ac.	1020 units
Total area long range-development	<u>2078</u> ac.	<u>10566</u> units
GRAND TOTAL	3693.2 ac.	23408 units

In order to encourage the development of vacant land by private ownership, the City Planning Commission is of the belief that government agencies and officials should cooperate in the development of these areas. Private initiative has a tendency to lag in the opening up of land for homesites because of the expense involved in the construction of necessary improvements required for orderly and systematic subdivision of land.

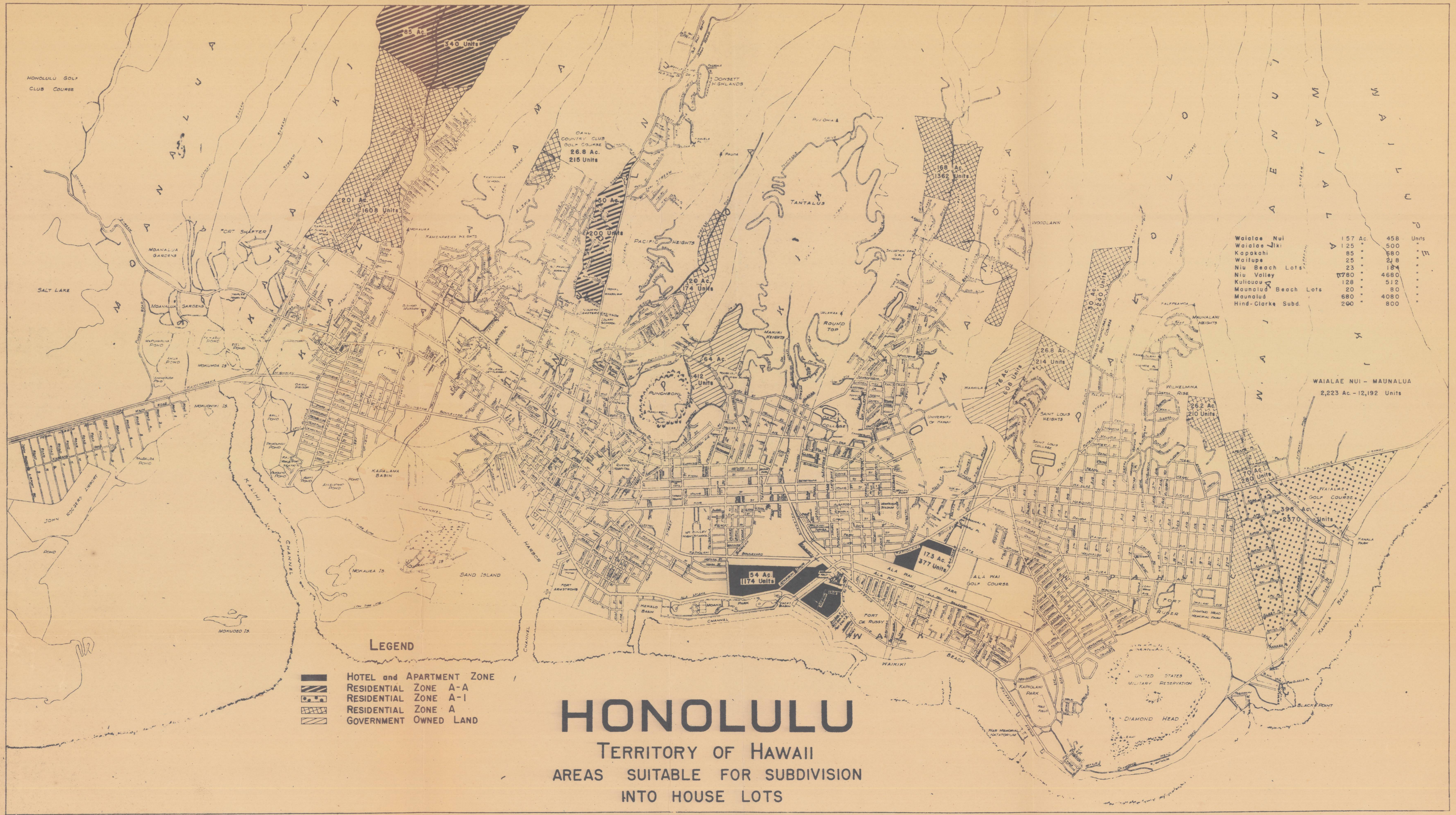
To this end the City Planning Commission recommended to the Honorable Mayor and Board of Supervisors that they encouraged the opening up of large areas of vacant land by assisting the property owners in financing these projects under the provisions of the Improvement Statutes. This necessitated amending the last paragraph of Section 6709, Revised Laws of Hawaii, 1945, which states that: "No improvement shall be approved by the Board unless the assessed valuation for taxation purposes of the land so improved is twice the cost of the proposed improvement."

The Mayor and Board of Supervisors by Resolution requested the Governor to use powers vested in him by Section 13125 of Chapter 324, Revised Laws of Hawaii, 1945, "The Hawaii Defense Act" in amending the provisions outlined in the second paragraph of Section 6709, Revised Laws of Hawaii, 1945.

The Governor by Hawaii Defense Act, Rule No. 153, suspended that portion of Section 6709, Revised Laws of Hawaii, 1945, relating to the improvements in the City and County of Honolulu on the petition of 100% of the owners in the proposed improvement district.

The action of the Governor allows the Board of Supervisors to enter into a program of developing much-needed building lots, if it is in the best interest of the public in securing adequate housing.

The cooperation of the City and County in the development of desirable areas for home building will provide desirable house lots at a minimum cost to the prospective home owners and/or home builders with the cooperation of private interest to enter into a program of making available much-needed land, thereby helping to alleviate the critical housing situation confronting the citizens of this growing city.



Waialae Nui	157 Ac.	458 Units
Waialae Iki	125 "	500 "
Kopakahi	85 "	680 "
Waialae	25 "	218 "
Niu Beach Lots	23 "	184 "
Niu Valley	1780 "	4680 "
Kuliouou	128 "	512 "
Maunaloa Beach Lots	20 "	80 "
Maunaloa	680 "	4080 "
Hind-Clerke Subd.	290 "	800 "

WAIALAE NUI - MAUNALUA
2,223 Ac. - 12,192 Units

- LEGEND**
- HOTEL and APARTMENT ZONE
 - RESIDENTIAL ZONE A-A
 - RESIDENTIAL ZONE A-I
 - RESIDENTIAL ZONE A
 - GOVERNMENT OWNED LAND

HONOLULU

TERRITORY OF HAWAII
AREAS SUITABLE FOR SUBDIVISION
INTO HOUSE LOTS

OFF-STREET PARKING

The City Planning Commission continued its study and discussion on its recommendation for off-street parking in the downtown central business district which proposes the erection of off-street parking buildings on six lots within the central business district.

At the request of the City Planning Commission, the Board of Supervisors called a legally advertised public hearing on Tuesday, April 9, 1946, at 1:30 p. m., in the Assembly Hall of Honolulu Hale on the Planning Commission's proposed off-street parking project as outlined in detail in prepared report submitted.

A brief summary of the areas proposed for the off-street parking terminals and method of finance are as follows:

The proposed locations for much-needed off-street parking lots and buildings:

1. Beretania, South, and Pauahi Streets (Beretania Playground)
2. Emma, Beretania, Kukui Streets
3. Maunakea, Queen, South Streets
4. Hotel, Alakea, King (Site of Von Hamm-Young Repair Shop)
5. Hotel, Nuuanu, Bethel Streets
6. Kaahumanu, Merchant, Fort, and Queen Streets

Total estimated cost of project approximately \$5,000,000 providing a total of 3,530 car stalls.

Method of Financing:

Reasonably, those who create the demand for parking and terminal facilities and those who benefit from motor vehicle borne trade should pay a substantial part of the cost to provide necessary parking facilities.

The City Planning Commission, together with a committee or representative businessmen after careful study of the various methods for financing this project, recommended the financing of this project by:

1. The property owners paying 1/3 of the estimated cost under the provisions of the improvement statutes, which allows for the financing of off-street parking, same being provided by Territory Statutes.

2. The remaining 2/3 to be defrayed by fee charge of ten cents (10¢) per hour against the motorists, which necessitates legislation amending the Revenue Bond Act.

The public hearing showed the greatest majority of the businessmen and property owners were in agreement as to the need for off-street parking for downtown central business district and in general with the sites as proposed by the City Planning Commission. Some of the merchants and property owners on the ewa side of Nuuanu Avenue, while favoring the parking plan, were against the method of assessment on the square feet basis. They advocated the assessment on the basis of assessed valuation.

The Honolulu Chamber of Commerce, Retail Board, special businessmen's committee of twelve men, Traffic Safety Commission, and other individuals expressed themselves in favor of the project as proposed by the City Planning Commission.

The Honolulu Chamber of Commerce submitted a letter strongly advocating this off-street parking project in order that the central business district of downtown Honolulu may be kept from further decentralization.

There were few who protested because the land proposed for parking sites would take their homes and/or businesses. The general consensus of those present at the hearing was in favor of the project.

The protest against the method of assessment was reviewed and studied by the Commission, and it was unanimous that the area basis of assessment was the most equitable, because any other method of assessment based on assessed land valuation is not a true indication of true values or market values. The fact that courts do not accept assessed land valuation in cases where land and improvements are involved would be sufficient reason for discarding the arguments set forth for this type of assessment.

Because of its magnitude and importance and the time element, this project was referred to the incoming administration.

KOOLAU RANGE VEHICULAR TUNNEL

The need for a vehicular tunnel through the Koolau Range has been a matter of discussion over a period of years by far-sighted citizens and government officials of the Territory who claim the need for such a tunnel to link windward Oahu with Honolulu.

The City Planning Commission, realizing that in the preparation of a comprehensive Master Plan for the city of Honolulu, the location of the tunnel will be an influencing factor in the development and location of streets and highways within the city of Honolulu. After a thorough analysis and study of the need for a tunnel, the City Planning Commission recommends the Kalihi Tunnel as the most desirable and beneficial in a report submitted to the Mayor and Board of Supervisors on December 9, 1946.

In its report on the needs for a vehicular tunnel to meet the demands of increased motor vehicle transportation, the City Planning Commission considered all factors relative to the users of the proposed tunnel. The report as submitted stresses the fact that the solution for building a tunnel and/or highways should not be just to provide a roadway, but rather the final selection of new highway improvements should be considered on the overall benefits the highway improvements will provide the motoring public and the city as a whole and therefore is not a problem based entirely on the cost of construction alone.

The City Planning Commission, in its study on this important project, recommends the Kalihi Tunnel as the most feasible from the standpoint of the over-all general public benefits.

The Kalihi Tunnel being nearer to the industrial district of Kapalama and the wholesale produce centers will provide faster and more convenient motor vehicle transportation for moving people and merchandise. With the construction of the Kalihi Tunnel, military vehicles will use this route connecting various military bases, thereby diverting said heavy traffic from the congested business areas. By eliminating trucks and a good percentage of passenger cars from the existing Pali route, it would allow those living in the Kailua-Lanikai district exclusive use of the Pali, who feel the Nuuanu route is shorter to travel, thereby eliminating the congestion now being experienced by motorists using this route.

The 58 per cent windward traffic to Kailua and vicinities, as stated in the 1943 comparative report of the Territory Highway Engineer, is not a sufficiently overwhelming factor to place the tunnel through Nuuanu Valley in view of the over-balancing factor from the military, geographical, and future trend of improving undeveloped land for homesites. One cannot lose sight of the fact that Kalihi Tunnel and its approach road will open up much-needed residential lots to meet the growing population of this island, let alone transient population.

Another item in favor of construction of the tunnel in Kalihi is the dangerous hazard from a military standpoint and increase civilian motor-vehicle transportation of only having one main thoroughfare connecting windward Oahu with downtown Honolulu which would be the case if the tunnel were constructed via Nuuanu Valley.

RURAL PROTECTIVE HIGHWAY ZONING

The City Planning Commission continued its study on the need of zoning for rural residential on both sides of main highways around the island of Oahu. This is desirable in order to protect the use of property along the main highways against undesirable use.

The Commission met with the Mayor and Board of Supervisors to discuss the purpose and need of enacting an ordinance and/or resolution to regulate the use of property in the rural districts of the City and County of Honolulu. A resolution was prepared and adopted by the Commission according to the provisions of Section 6644, Revised Laws of Hawaii, 1945.

The resolution as adopted by the City Planning Commission and submitted to the Mayor and Board of Supervisors for their consideration will enable the Commission to zone property uses within 500 feet of any public thoroughfare.

The Windward Oahu Community Association, representing various community associations, have endorsed this proposed resolution because they feel the need for an orderly development of the rural areas. It is the sincere hope of the City Planning Commission that the enabling resolution will be approved by the Mayor and Board of Supervisors so that its staff can proceed with the study and recommendations for the zoning of areas along the main thoroughfares around the island of Oahu to insure an orderly and systematic development.

The time to guard against improper and unordered developments of the rural areas is now. To delay will only lead to developments that might be costly to correct in the future. Mistakes made in the past development of Honolulu should be an example of the need for properly coordinated planning of our rural areas.

MASTER PLAN

The Master Plan for the city is composed of many elements. It is an essential tool for building the city of Honolulu. It is far more than a map showing existing conditions for it represents the coordination of ideas for city improvements. The Master Plan is a flexible instrument, and it must be such in order to provide for certain additions and alterations to meet the ever-changing conditions of the city.

Included in the Commission's work is the comprehensive zoning for the city of Honolulu, which has been adopted by the City Planning Commission.

An important feature of the Master Plan, which has been adopted, is the shoreline improvements for a portion of Waikiki Beach, extending from the Diamond Head boundary of the Moana Hotel and including the property owned by the Ilik's Club.

The important problem of housing has been given careful consideration by the City Planning Commission from the standpoint of both future land utilization and the development of blighted and deteriorated areas.

Several sections of the Master Plan including streets and highways, proposed parks and playgrounds, school sites, civic centers, off-street parking, and other features have been adopted according to the provisions of Section 6636, Revised Laws of Hawaii, 1945.

The Master Plan for streets and highways include the proposal for a makai elevated highway along the waterfront and a mauka arterial (Vineyard Arterial) connecting the westerly end of the city with the easterly end has been adopted. These arterial routes have been planned to coordinate the major and secondary street systems of the city of Honolulu.

In cooperation with the Board of Public Parks and Recreation, the City Planning Commission has set aside playgrounds and park areas in each section of the Master Plan to date.

Public buildings form an important part of the structure of the city and the location of said buildings are important because of the services they render the general public. Because of its importance, the City Planning Commission has therefore adopted the Civic Center Plan for Honolulu which embraces the existing civic center and allows for its logical expansion in the future.

Blighted districts and slums are costly. They provide miserable homes for children and drive people out into the newer, more spacious suburbs. Old, deteriorated areas must be rebuilt along modern lines. The Master Plan will be the broad general guide for such work.

In order to insure the orderly development of new areas, it is of prime importance that proper standards and principles be set. To this end the City Planning Commission, since 1941, has devoted much of its time in checking all subdivision plans to insure systematic planning in accordance with principles set in the Master Plan.

The following list numerates the sections of the Master Plan, which have been adopted to date, after duly authorized public hearings:

McCully-Kapahulu, Ala Moana-Kewalo, Kalia-Waikiki, Waikiki-Diamond Head, Manoa-Woodlawn, Manoa, Kalihi Uka, portion of Kapalama, Kapalama-Alewa Heights, Lower Nuuanu-Puunui, Central Business District, Kakaako-Kewalo, Kapahulu, Makai portion of Waialae-nui.

Hearings have been held on the Bingham-Moiliili and Kaimuki sections. Other sections completed, but are still subject to the calling of public hearings are: Kalihi Kai, Kapalama-Twilei, Kalihi Valley (ewa of Kalihi Stream), Fort Shafter-Moanalua, and Damon Tracts.

Besides the above sections, other sections and features, including grades of streets and highways are now under intensive study, and it is hoped that final recommendations should be made on several during the year 1947.

PERSONNEL

During the past year, the Commission's engineering staff has been composed of eleven employees on a full-time status. It is earnestly hoped that during the coming years additional help will be available to fill existing vacancies in its engineering staff and that the Commission may proceed with the planning of certain rural areas which show great potentialities for future growth.

FINANCIAL STATEMENT

City Planning Budget for 1946:

Salaries and Wages.	\$47,320.00
Contractural Services	1,620.00
Materials and Supplies.	1,200.00
Fixed Charges	155.00
Equipment	430.00
TOTAL	<u>\$50,725.00</u>
Lapsed during the year.	<u>3,904.00</u>
NET	\$46,821.00

DISBURSEMENTS:

Salaries and Wages.	\$32,006.00
Contractural Services	972.00
Materials and Supplies.	1,055.00
Fixed Charges	97.00
Equipment	434.00
TOTAL	<u>\$34,564.00</u>
Unexpended Balance - December 31, 1945	\$12,257.00

MISCELLANEOUS NON REVENUE:

Receipts.	\$ 5,500.00
Disbursements	5,146.31

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Honolulu. City Planning Commission.
Annual report. Honolulu: 1920-1958.

Annual.

Library holdings: 1920, -21, 1921-22, -23,
1923-24, -25 thru -27, -29 thru -33, -35 thru
-39, -41 thru -58.

Continued by: Honolulu. Planning Dept.
Annual report.

1. City planning - Oahu.
2. Honolulu - City planning.